

Issued in Des Plaines, Illinois on August 22, 1995.

**Benito De Leon,**

*Manager, Planning/Programming Branch,  
Airports Division, Great Lakes Region.*

[FR Doc. 95-21532 Filed 8-29-95; 8:45 am]

BILLING CODE 4910-13-M

**Notice of Intent to Rule on Application to Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Westmoreland County Airport, Latrobe, PA**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of Intent to Rule on Application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Westmoreland County Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before September 29, 1995.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. L. W. Walsh, Manager Harrisburg Airports District Office, 311 Hartzdale Drive, Suite 1, Camp Hill, PA 17011.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Gene Larkin, Airport Manager for the Westmoreland County Airport Authority at the following address: Westmoreland County Airport Authority, 200 Pleasant Unity Road, Latrobe, PA 15650.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Westmoreland County Airport Authority under Section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. L. W. Walsh, Manager, Harrisburg Airports District Office, 3911 Hartzdale Drive, Suite 1, Camp Hill, PA 17011 (Tel. (717) 975-3423). The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Westmoreland County Airport under the provisions of the Aviation Safety and

Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On August 16, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Westmoreland County Airport Authority was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than December 22, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00

Proposed charge effective date: February 1, 1996

Proposed charge expiration date: December 31, 1999

Total estimated PFC revenue: \$187,266

Brief description of proposed projects; The PFC revenue will be used to fund the Westmoreland County Airport Authority's share of the following AIP funded Project.

—Terminal Building Rehabilitation And Expansion

—Runway 3-21 Overlay

—Purchase ARFF Vehicle

—Apron Expansion

—Airfield Signage Upgrade

—Purchase Snow Removal Equipment

—Expand Equipment Storage Building

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: None.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at: Fitzgerald Federal Building, John F. Kennedy International Airport, Jamaica, NY 11430.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Westmoreland County Airport Authority.

Issued in Jamaica, New York on August 21, 1995.

**Anthony P. Spera,**

*Acting Manager, Airports Division, Eastern Region.*

[FR Doc. 95-21533 Filed 8-29-95; 8:45 am]

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**Federal Highway Administration**

[FHWA Docket No. 95-5]

**Comprehensive Truck Size and Weight Study: Update of Study Plan**

**AGENCY:** Federal Highway Administration (FHWA), Department of Transportation (DOT).

**ACTION:** Notice; request for comments.

**SUMMARY:** This notice provides an update of activities, accomplishments and decisions on the DOT Comprehensive Truck Size and Weight (TS&W) Study since the February 2, 1995, **Federal Register** notice and requests comments on an outline of work for the next phase of the study. Phase I synthesis materials, consisting of 13 working papers, were made available to the public in FHWA Docket No. 95-5 on February 15, 1995. A summary report of Phase I was made available in the same docket on March 10, 1995. Public meetings were held in Denver, Colorado, on March 21, 1995, and in Washington, D.C., on April 5-6, 1995. Also, over 12,000 comments have been received as of August 15, 1995, in response to the prior request for public comments. This input has helped to broaden the study scope to include issues not reflected in the original plan and to restructure the remaining phases of the study.

**DATES:** This docket will remain open until the study is completed.

**ADDRESSES:** Submit written, signed comments to FHWA Docket No. 95-5, FHWA, Room 4232, HCC-10, Office of the Chief Counsel, 400 Seventh Street, SW., Washington, D.C. 20590. All comments received will be available for examination at the above address between 8:30 a.m. and 3:30 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped envelope or postcard.

**FOR FURTHER INFORMATION CONTACT:** Ms. Cynthia Elliot, Office of Policy Development, at (202) 366-8707; Mr. Thomas Klimek, Office of Motor Carrier Information Management and Analysis, at (202) 366-2212; Mr. Charles Medalen, Office of Chief Counsel, at (202) 366-1354, FHWA, or Mr. Carl Swerdloff, Office of Economics, at (202) 366-5427, Office of the Secretary, DOT, 400 Seventh Street, SW., Washington, D.C. 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:** A review of the comments to the docket and presentations at the public meetings

held this spring has resulted in important modifications to the study scope and workplan. Although comments were wide ranging and at times conflicting, it was clear that an expanded analysis of the following issues is needed: safety, including enforcement of safety and TS&W regulations, rail and other modal impacts, automobile and truck driver perspectives, shipper logistics costs, infrastructure impacts, the interrelationships of TS&W and highway cost allocation, and the broader social costs of freight transportation. Indeed, it is clear that truck size and weight policy should be established in the context of an intermodal freight policy. As part of the National Transportation System initiative, the Department plans to articulate an intermodal freight policy statement which will provide a framework for decisions on truck size and weight policy. Most importantly, TS&W policy must be considered within the Department's overall responsibility to ensure transportation safety.

It was originally planned to conduct a separate Phase II, Preliminary Options Analysis of the study to be completed during the summer of 1995. Phase II was primarily focused on the implications of extending Federal TS&W controls to the National Highway System (NHS) as proposed in H.R. 4496 of the 103rd Congress. However, we are modifying the original work plan to combine the Phase II work already underway into a significantly broadened Phase III, which will be known as the Comprehensive Analysis Phase. The reasons for that modification are:

1. The comments to the docket received in response to the February 2, 1995 notice, which included a plan for the study, suggest a broader range of analysis than implied by the original plan, an analysis that could not be completed this summer as part of the Phase II, Preliminary Option Analysis.

2. Current analytical techniques and data are clearly insufficient to adequately address many of the broader issues of concern.

3. Major changes in TS&W limitations are not being advanced as part of NHS legislation this year.

Consequently, current study efforts have largely been shifted toward planning for the expanded analysis.

Another major change in the study was the Secretary's creation of a Departmental Policy Group to guide the study and articulate criteria that will assist in decisions on truck size and weight regulation and insure that the analysis and recommendations are

formulated on an intermodal basis. The group is chaired by Assistant Secretary for Transportation Policy Frank E. Kruesi and includes policy level representatives from the FHWA, Federal Railroad Administration, National Highway Traffic Safety Administration, Maritime Administration, Federal Transit Administration, the Associate Deputy Secretary and Director of the Office of Intermodalism, Assistant Secretary for Budget and Programs, Assistant Secretary for Congressional Affairs, and Bureau of Transportation Statistics. Also, a technical level multimodal group from these agencies has been given an expanded role to provide review and recommendations on the multimodal implications of the study for action by the Policy Group.

#### **Study Plan**

The following proposed outline for the comprehensive analysis phase of the study was developed in response to the docket comments.

Six major activities: (1) Safety, (2) freight market analysis, (3) multimodal transportation industry analysis, (4) highway infrastructure impact and operations, (5) performance-based and other approaches to TS&W regulations, and (6) comprehensive analysis of benefits and costs of policy options have been identified for this comprehensive phase. These have been developed largely to address the areas of concern expressed in the docket comments.

#### **Safety**

This work will be conducted in consultation with a wide range of highway safety experts. It will include but not be limited to evaluation of the vehicle stability and control performance of various truck configurations (including those transporting hazardous materials), assessment of truck accident data from various sources, evaluation of research on truck driver fatigue, and enforcement. The impacts of trucks of various sizes on highway traffic operations, including interaction with smaller vehicles, will be evaluated. Focus groups of automobile and truck drivers will be convened to assess their views on the effects that TS&W policy options have on highway safety. These results will be compared with the results of previously conducted safety analyses.

#### **Freight Market Analysis**

Work under this activity is intended to describe the context of freight flows. It will identify changes in freight distribution patterns at the national and international levels, market trends for

all freight modes, and the competitive and noncompetitive freight market segments. Focus groups will be convened to help identify the factors that shippers, brokers, and carriers consider and the process they use in making transportation decisions.

#### **Multimodal Transportation Industry Analysis and Case Studies**

Work under this activity will gather information on actual transportation choices for all modes through freight corridor and commodity case studies. This will be done at the national, regional, and corridor levels. It will also identify past and potential modal responses to government regulatory changes and industry changes such as just-in-time delivery. One use of the information will be refinement of analytical models of mode choice.

#### **Highway Infrastructure Impact and Operations**

This activity will research and evaluate impacts and costs of TS&W policies on bridges, pavements, roadway geometry, and traffic operations (e.g. congestion, passing, hill climbing). Cost recovery will be evaluated based on methodology developed by the Federal Highway Cost Allocation (HCA) Study described in the **Federal Register** notice of February 10, 1995. TS&W enforcement will be another key aspect of this activity area.

#### **Performance-Based and Other Approaches to TS&W Regulation**

This activity will document the North American, European, and other international experience with the performance-based approach to TS&W regulation, evaluate the practical and institutional feasibility of the performance-based approach, and identify enforcement issues and potential solutions. The goal of the performance-based approach to truck regulation is to improve safety and preserve infrastructure without overly prescribing truck features and design. This activity will also identify current and future enforcement issues and evaluate State versus Federal roles in various aspects of TS&W regulation.

#### **Comprehensive Analysis of Benefits and Costs of Policy Options**

This activity will formulate a range of TS&W policy options, and it will comprehensively analyze the costs and benefits of the policy options. The analysis will evaluate the safety impacts, employment impacts, highway infrastructure costs, the change in U.S. freight shipping costs, international trade and competitiveness, and impacts

on other modes. This activity will also specifically look at cross-modal impacts on the environment, energy use, and other social costs which have traditionally not been analyzed. This study is being closely coordinated with the Federal HCA Study which will be completed prior to the TS&W study and will provide analysis of cost recovery implications of any TS&W options considered.

Commenters are requested to provide specific data sources, studies, research, and policy input on any of these topics. The FHWA and all Department elements involved invite continuing input and are available for discussion of issues related to this study. The DOT will provide periodic updates on methodological development, issue analysis, options to be considered, and criteria through periodic publication of **Federal Register** notices and other forums.

**Authority:** 23 U.S.C. 315; 49 U.S.C. 301, 302, 305; 49 CFR 1.48; Pub. L. 102-548, 106 Stat. 3646.

Issued On: August 24, 1995.

**Rodney E. Slater,**

*Federal Highway Administrator.*

[FR Doc. 95-21544 Filed 8-29-95; 8:45 am]

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## DEPARTMENT OF THE TREASURY

### Financial Management Service

#### Privacy Act of 1974, System of Records

**AGENCY:** Financial Management Service, Treasury.

**ACTION:** Notice of alteration of Privacy Act system of records.

**SUMMARY:** The Department of the Treasury, Financial Management Service (FMS), gives notice of a proposed alteration to the system of records entitled "Payment Issue Records for Regular Recurring Benefit Payments—Treasury/FMS .002," which is subject to the Privacy Act of 1974, as

amended (5 U.S.C. 552a). The system notice was last published in its entirety in the **Federal Register** Vol. 57, page 14024, April 17, 1992.

**DATES:** Comments must be received no later than September 29, 1995. The proposed alteration of the system of records will be effective October 10, 1995, unless FMS receives comments which would result in a contrary determination.

**ADDRESSES:** Comments must be submitted to the Debt Collection Operations Staff, Financial Management Service, 401 14th Street, SW, Room 415 B, Washington, DC 20227. Comments received will be available for inspection at the same address between the hours of 9 a.m. and 4 p.m. Monday through Friday.

**FOR FURTHER INFORMATION CONTACT:** Gerry Isenberg, Debt Management Services, (202) 874-6660.

**SUPPLEMENTARY INFORMATION:** FMS has been designated by the Office of Management and Budget as the lead agency in credit management and debt collection for the Federal Government. FMS is altering this system of records by adding two routine uses which are to facilitate the collection of delinquent Federal debts and to more effectively apply certain debt collection tools established under Federal law, specifically tax refund offset, administrative offset, and Federal employee salary offset. FMS has closed the Washington, DC, Financial Center and the system of records is being altered to reflect this change as well.

For the reasons set forth in the preamble, FMS proposes to alter system of records Treasury/FMS .002, "Payment Issue Records for Regular Recurring Benefit Payments—Treasury/Financial Management Service", as follows:

#### Treasury/FMS .002

##### SYSTEM NAME:

Payment Issue Records for Regular Recurring Benefit Payments—Treasury/Financial Management Service.

##### SYSTEM LOCATION:

Description of the change: Replace current text with the following language: The Financial Management Service, U.S. Department of the Treasury, Washington, DC 20227. Records maintained at Financial Centers in six regions: Austin, TX; Birmingham, AL; Chicago, IL; Kansas City, MO; Philadelphia, PA; and San Francisco, CA.

\* \* \* \* \*

##### ROUTINE USES OF RECORDS MAINTAINED IN THE SYSTEM, INCLUDING CATEGORIES OF USERS AND THE PURPOSES OF SUCH USES:

\* \* \* \* \*

Description of the changes: Remove "and" at end of routine use (9); remove the period (.) at the end of routine use (10); add a semicolon, and add routine uses (11) and (12) to read as follows:

\* \* \* (11) disclose information concerning delinquent debtors to Federal creditor agencies, their employees, or their agents for the purpose of facilitating or conducting Federal administrative offset, Federal tax refund offset, Federal salary offset, or for any other authorized debt collection purpose; and (12) disclose to the Defense Manpower Data Center and the United States Postal Service and other Federal agencies through authorized computer matching programs for the purpose of identifying and locating individuals who are delinquent in their repayment of debts owed to the Department or other Federal agencies in order to collect those debts through salary offset and administrative offset, or by the use of other debt collection tools.

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Dated: August 22, 1995.

**Alex Rodriguez,**

*Deputy Assistant Secretary (Administration).*  
[FR Doc. 95-21524 Filed 8-29-95; 8:45 am]

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